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TO: CITY COUNCIL COMMITTEE ON BUDGET
City and County of Honolulu
Ann H. Kobayashi, Chair
Joey Manahan, Vice Chair

FROM: Walter Rosenkranz, Business Development Manager
CAR2GO

RE: Bill 10 (2015) Relating to Car Sharing
Position: Strong Support

Dear Chair Kobayashi, Vice Chair Manahan, and members of the Budget Committee:

My name is Walter Rosenkranz and I am the Business Development Manager for car2go, a wholly owned subsidiary of Daimler. We strongly support Bill 10 which establishes a pilot program to provide a regulatory framework for car-sharing organizations, including compensation to the City for the use of off street city parking and metered on street parking. We understand that this bill will be replaced with Bill 24 which will be considered by the full Council on first reading at 2:00 p.m., but nonetheless wanted to register our support for legislation to provide the regulatory framework to support car-sharing.

The Daimler Business Innovation Unit designed car2go to cost-effectively meet the transportation needs of residents of urban areas. Our point-to-point mobility solution offers a network of smart vehicles for rent by the minute. We provide "on demand" transportation with a free-floating car-sharing service which complements existing public transportation alternatives. This is especially valuable in cities like Honolulu with robust public transportation systems. We currently operate in 29 cities worldwide with more than one million members and more than 13,500 vehicles in service. The car2go system was designed to address significant issues facing cities today including alleviating congestion, reducing emissions and maintaining and improving quality of life.

This bill would provide a regulatory framework to allow car2go to pay for vehicle parking directly to the city. It is a derivative of Bill 65 which was previously supported by this committee. This new bill limits the program to a three year pilot, and requires reporting by the Department of Transportation on efforts to engage the community. The bill also requires the car-sharing companies to provide an accounting of time spent at city parking meters and to reimburse the city for any time spent at meters above the 20% threshold. We are supportive of these efforts to address the recent concerns raised by some members of the public.

We appreciated the amendment to reduce the car-sharing meter parking decal fee \$750. This is the initial fee paid to the city, but we ensure the city does not lose any parking meter revenue by providing an accounting at the end of the year. We will compensate the city for additional parking meter fees resulting from time spent at meters in excess of \$750. The \$750 permit fee represents using metered parking spaces for 20% of the time meters are enforced. The \$750 figure reflects the mean between the two parking meter rates (75 cents per hour and \$1.50 per hour) in the urban core. Please note that we

prohibit our members from parking our vehicles at any metered spaces which are subject to parking prohibitions at certain hours, like the parking in front of Honolulu Hale which is subject to towing at 3:30. This prohibition preserves those parking meters for use by other residents.

We understand there is a technical flaw in this bill and that this bill will be deferred. We pledge to continue to work with the Budget Committee and the full Council to develop legislation to provide another transportation option for the people of Honolulu.